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01-P-1447

(Do Not Write Above This Line)

A RESOLUTION

BY COUNCIL MEMBER CATHY WOOLARD

A RESOLUTION REQUESTING THAT THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA) SUBMIT AS PROJECTS FOR THE AMENDED REGIONAL TRANSPORTATION PLAN (RTP) TWO CORRIDOR STUDIES FOR LIGHT RAIL IN THE ATLANTA AREA; AND FOR OTHER PURPOSES.

- ☐ CONSENT REFER
- ☐ REGULAR REPORT REFER
- ☐ ADVERTISE & REFER
- ☐ 1st ADOPT 2nd READ & REFER
- ☒ PERSONAL PAPER REFER

Date Referred 9/14/01

Referred To: Transportation

Date Referred

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First Reading

Committee _____
Date _____
Chair _____
Referred to _____

Committee

Date

Chair

Action:

Fav, Adv, Hold (see rev. side)

Other:

Members

Refer To

Committee

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Committee

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Action:

Fav, Adv, Hold (see rev. side)

Other:

Members

Refer To

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FINAL COUNCIL ACTION

- ☐ 2nd ☐ 1st & 2nd ☐ 3rd
- Readings
- ☐ Consent ☐ V Vote ☐ RRC Vote

CERTIFIED

MAYOR'S ACTION

A RESOLUTION

BY COUNCILMEMBER CATHY WOOLARD

01- R-1447

**A RESOLUTION REQUESTING THAT THE
METROPOLITAN ATLANTA RAPID TRANSIT
AUTHORITY (MARTA) SUBMIT AS PROJECTS FOR THE
AMENDED REGIONAL TRANSPORTATION PLAN (RTP)
TWO CORRIDOR STUDIES FOR LIGHT RAIL IN THE
ATLANTA AREA; AND FOR OTHER PURPOSES.**

WHEREAS, the expansion of alternative modes of public transportation within the city is needed as Atlanta continues to experience unprecedented residential and commercial growth; and

WHEREAS, the development of light rail lines connecting the city's historic neighborhoods with its various employment and activity centers would provide greater mobility to city residents and visitors while promoting the metro region's air quality and transportation goals; and

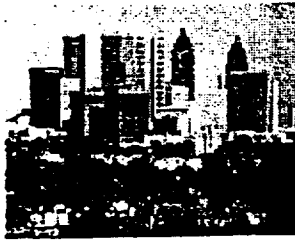
WHEREAS, existing railroad rights-of-way that form a loop around intown Atlanta should be redeveloped for light rail transportation that connects with existing MARTA rail lines and includes bicycle and pedestrian trails; and

WHEREAS, Representative John Lewis has proposed the development of an additional light rail line extending from South Dekalb Mall to Emory University by way of downtown Atlanta; and

WHEREAS, the Atlanta Regional Commission (ARC) will be amending the 2025 Regional Transportation Plan in 2002; and

WHEREAS, it is in the best interests of MARTA to join the City of Atlanta and surrounding jurisdictions in submitting as projects for the amended RTP studies for these light rail lines serving the Atlanta area.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF ATLANTA, GEORGIA, that MARTA is encouraged to submit as projects for the amended 2025 RTP studies of two light rail lines – one running from South Dekalb Mall to Emory University by way of downtown Atlanta and one following existing railroad rights-of-way connecting Atlanta's intown neighborhoods.



Design of Cities - Design of Infrastructure

As an important case study in contemporary American urban development, Atlanta clearly demonstrates the shift from downtown to suburban growth. While on the whole the metropolitan area has prospered from that shift, the limitations of automobile-based growth are becoming apparent. Traffic congestion, pollution and the loss of natural and agricultural areas to never-ending sprawl are compromising our quality of life. Automobiles will remain a significant part of life in Atlanta, but we must acknowledge their limitations and put equal energy and resources into solving the problems they create. Real change will require a significant shift in the attitude of a region that has for too long prioritized the automobile as the primary tool for urban expansion.

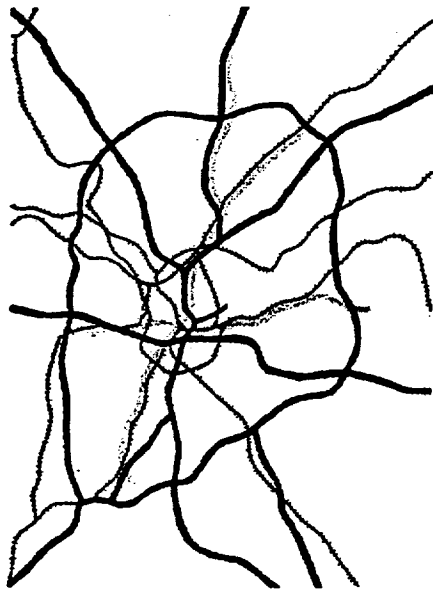
We have an important responsibility to deliberately restructure Atlanta so that it will continue to thrive in the twenty-first century. Much the same way an infrastructure of highways led to suburban expansion and inner city depopulation in the last forty years, an expansion of mass transit infrastructure will lead to both the revival of the inner city and the protection of our natural and agricultural resources.

While destinations of metro Atlantans are far less likely to be concentrated downtown like they were fifty years ago, the central city remains the core of its metropolitan region in terms of density, government, culture and identity. Furthermore, because the City of Atlanta dominated development of the region historically, most of the infrastructure we have today supports that centrality - railroads, roads, highways and public transportation converge on downtown Atlanta. Infrastructure supports density, density supports transit, and transit relieves traffic congestion. Where other parts of the metro area have one but lack another, the central city has the most powerful combination of infrastructure, density and transit, making it the most likely candidate for the dominant center of a new, denser, more dynamic metropolitan region of the twenty-first century.

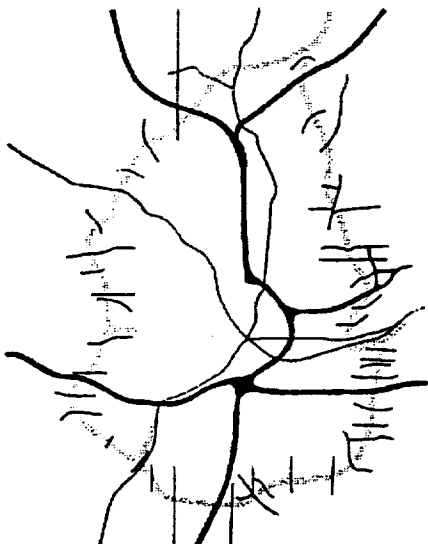
The investment made since the 1970s by Fulton and DeKalb Counties in Atlanta's existing MARTA rapid rail system will prove incredibly valuable for the metropolitan region. The system must be expanded and land use plans must encourage development that supports public investment in transit. While other projects across the region will improve transit mobility,

This is a brief summary of the thesis Belt Line - Atlanta, Design of Infrastructure as a Reflection of Public Policy by Ryan Gravel in partial fulfillment of the requirements for the degrees of Master of Architecture and Master of City Planning in the College of Architecture at the Georgia Institute of Technology in 1999.

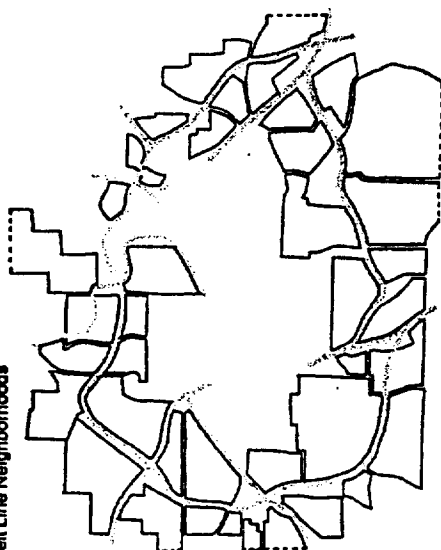
Metro Infrastructure



Belt Line Context



Belt Line Neighborhoods



nothing will accomplish more than reinvigorating the core with transit. With infrastructure, density and recent growth to build upon, the central city presents the most feasible and obvious site for an expanded transit system that can realistically generate new transit-oriented development and a comfortable urban environment.

Belt Line - Atlanta

Railroads defined Atlanta's origins and continue to influence spatial relationships. Historically, several main rail lines converged in downtown Atlanta. After the Civil War, several minor freight lines developed to serve the city's expanding industrial base, forming a rough six-mile diameter around downtown. Since these minor belt lines preceded urban expansion, bungalow streetcar suburbs were nestled up against them. The railroads, therefore, tend not to cut through historic neighborhoods, but instead lie at the seam between them, making these in-between spaces ideal sites for urban redevelopment. Furthermore, the belt lines are associated with a sizable amount of industrial land and most of the industries that remain have abandoned the belt lines, shifting to truck-based freight. So the belt lines not only join different parts of the city rather freely and come with a significant amount of developable land, but they are also largely abandoned.

At the seam of the city's goals to protect and revive historic neighborhoods, encourage affordable housing, accommodate an influx of new residents, redevelop available land and provide alternative means of transportation, we find the historic belt lines and their associated territories. In fact, it is precisely those underutilized, overlooked, predominately industrial lands that are also the sites most suitable for a new, dense, transit-oriented population.

While freight and commuter trains work the main lines going into downtown, this project proposes new light rail transit lines woven through the city on existing railroad rights-of-



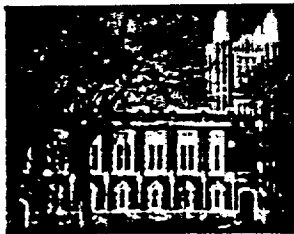
way and connected to five MARTA stations - Lindbergh, Inman Park/ Reynoldstown, West End, Ashby & Bankhead. At a length of 22 miles with 45 stations, the Belt Line loops around downtown and midtown Atlanta on an hour and a half journey through over 4,000 acres of redevelopment sites. With over half of that land suitable for residential and mixed-use development, between 60,000 to 100,000 future residents can be accommodated in new mixed-use, brownfield, transit-oriented districts. Furthermore, the Belt Line slides between 40 historic neighborhoods, areas well suited to transit because they were built by the extension of streetcars from the central city. These 'neighborhood conservation areas' would be protected from high-density development through zoning, but reinvigorated with infill housing on vacant land and commercial and cultural districts in appropriate areas.



The Belt Line offers a profound physical space for intervention, engaging parts of Atlanta as different as Brookwood Hills and Pittsburgh, Piedmont Hospital and Zoo Atlanta. It connects Ansley Mall to the King Plow Arts Center and City Hall East to the Fulton County Jail. Furthermore, it accesses developable land and re-uses historic urban fabric in ways that present more than just an improved network of public transportation. For example, light rail transit can coexist with bicycle and pedestrian paths, creating a thin necklace of green that connects several major city parks including Piedmont, Freedom, Grant, Perkinson, Maddox and Tanyard Creek Parks. Stations would be designed for neighbors, not commuters, and would more resemble bus stops than MARTA stations, eliminating elevated platforms, turnstiles, escalators and parking lots.



This project is certainly not the only answer to Atlanta's problems. Rather, it lays out a strategy for building infrastructure in ways that reflect public policy and accomplish public goals. It envisions a complex web of solutions, connecting all parts of the region. Inter-city rail lines promote development in other urban areas like Birmingham or Macon by making trips to those cities as reasonable as a drive to Gwinnett County. Commuter lines and stations placed in cities like Covington, Dallas, Winder and Newnan reinvigorate small town commercial and residential patterns before suburban development destroys them. Heavy rail like MARTA further links the close suburbs to each other via the central city. On a more intimate level, the Belt Line and other new light rail transit lines engage the existing city structure, relieving traffic congestion by offering an alternative to driving and opening up forgotten urban land for dense, transit-oriented redevelopment.



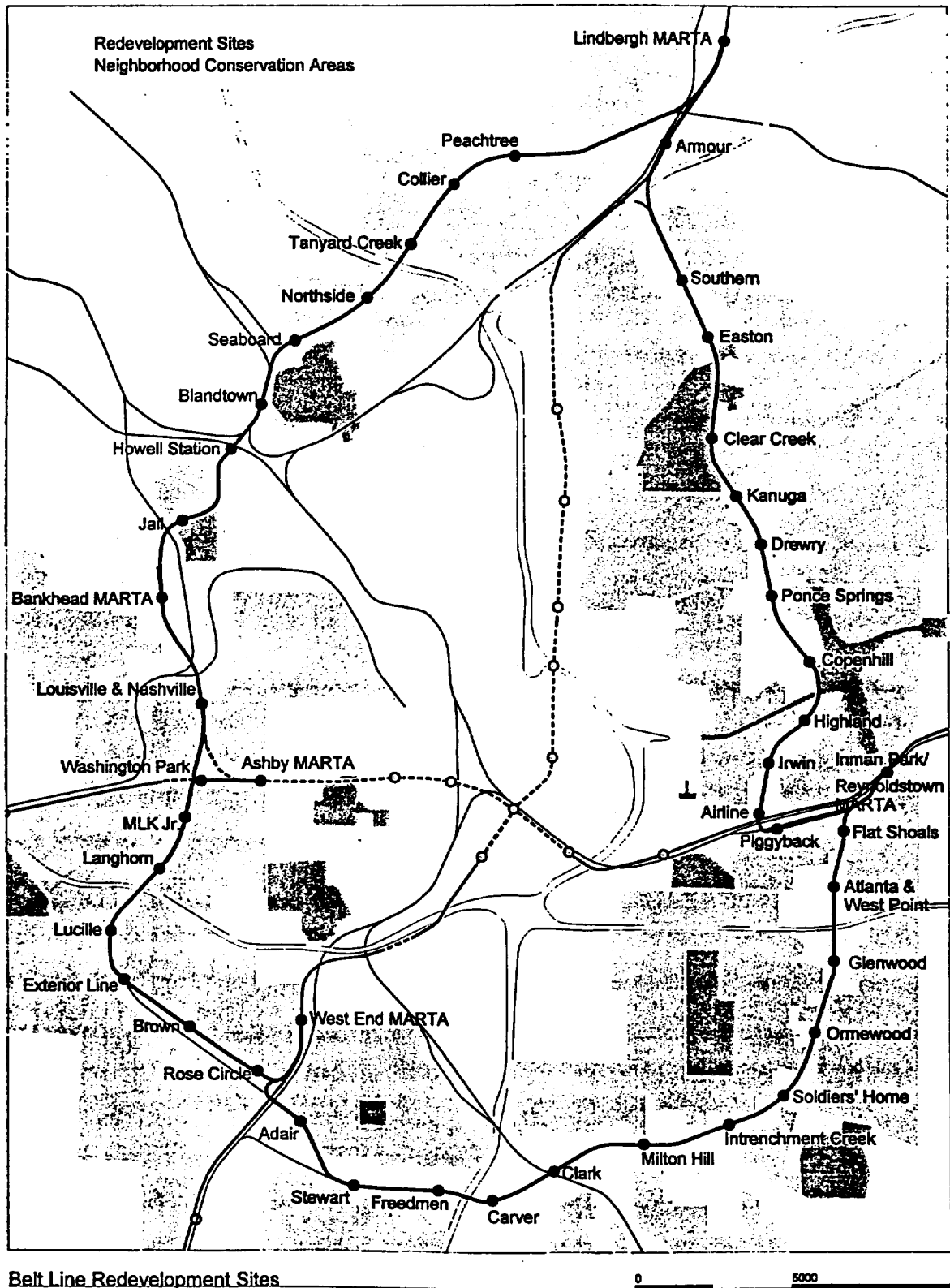
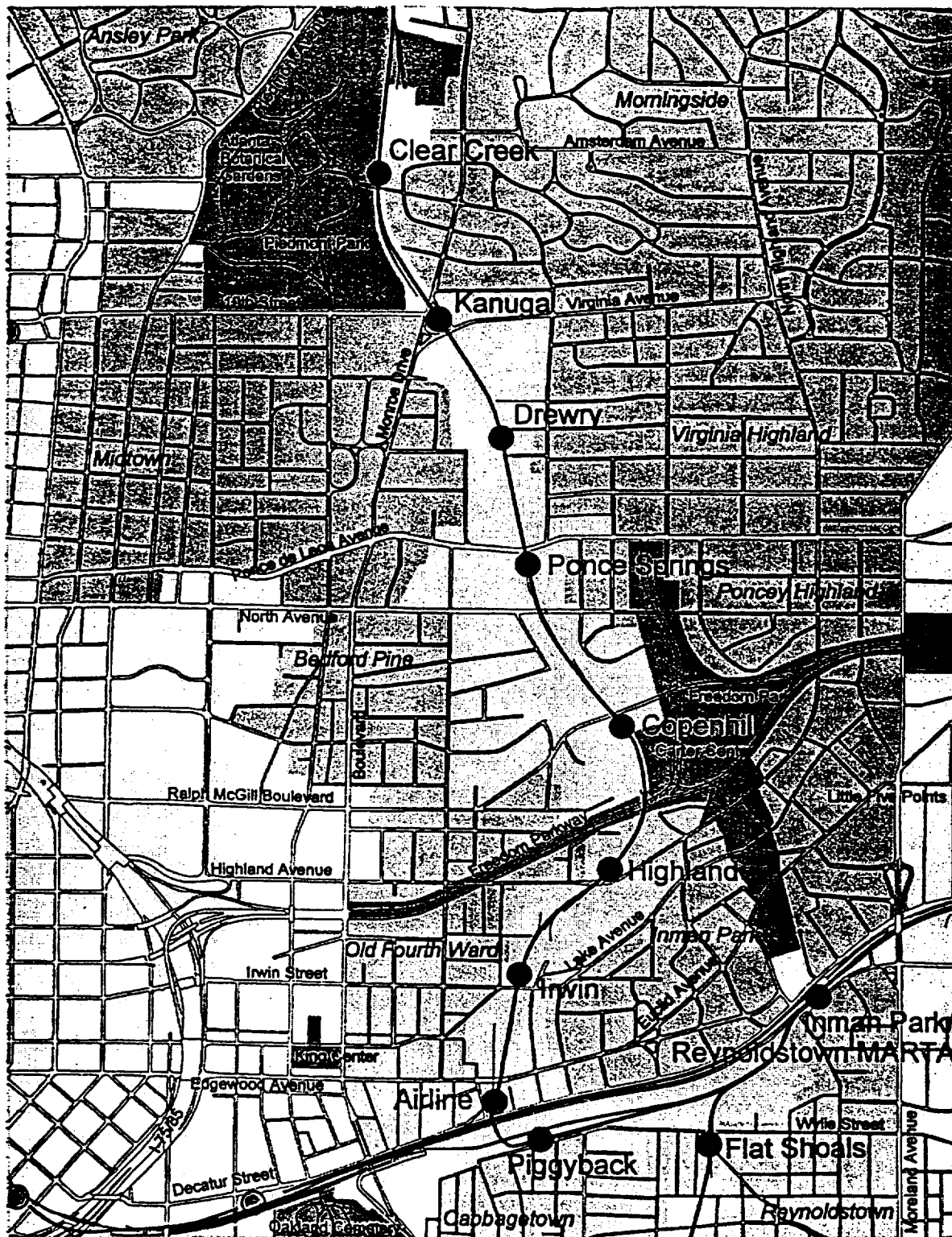


Figure 21: Belt Line route with redevelopment sites

Station Information				
#	Station Name (Clockwise)	Adjacent Streets	Neighborhoods Served	Destinations/Points of Interest
1	Lindbergh MARTA	Lindbergh/Piedmont	Peachtree Hills/Piedmont Road	Lindbergh business/commercial district
2	Arnour	185		Arnour industrial district
3	Southern	Montgomery Ferry	Sherwood Forest/Piedmont Heights	Ansley Golf Club
4	Easton	Piedmont	Ansley Park	Piedmont Park & Atlanta Botanical Garden, Ansley Mall
5	Clear Creek	Lake	N. Boulevard Park/Virginia Highlands	Piedmont Park
6	Kanuga	Monroe/Virginia/Kanuga	Virginia Highlands/Midtown	Piedmont Park, Grady High, Inman Middle, Va-Hi commercial district
7	Drewry	Drewry/Greenwood	Virginia Highlands	City Hall East
8	Ponce Springs	Ponce de Leon	Virginia Highlands/Poncey Highlands	Carter Center & Freedom Park
9	Copenhill	Ralph McGill	Old Fourth Ward/Poncey Highlands	Georgia Baptist Hospital & Freedom Park
10	Highland	Highland	Old Fourth Ward/Inman Park	King Center & loft district
11	Irwin	Irwin	Old Fourth Ward/Inman Park	loft district
12	Airline	Edgewood/Decatur/Airline	Old Fourth Ward/Inman Park	Fulton Cotton Mill Lofts, Cabbagetown commercial district
13	Piggyback	Wylie/Estoria	Cabbagetown	Freedom Park
14	Inman Park/Reynoldstown MARTA	DeKalb/Seaboard	Inman Park/Reynoldstown	Reynoldstown commercial district, Lang Carson Community Center
15	Flat Shoals	Wylie/Chester	Reynoldstown	Loft district, Hubert Elementary
16	Atlanta & West Point	Memorial	Reynoldstown	Southside High
17	Glenwood	Glenwood-Memorial Connector	Ornewood Park	Beulah Heights Bible College, West/Slaton Elementary
18	Ornewood	Ornewood	Ornewood Park/Grant Park	State Police Academy/National Guard
19	Soldiers' Home	Confederate	Ornewood Park/Grant Park	Grant Park, Cyclorama & Zoo Atlanta
20	Intrinsment Creek	Boulevard	Grant Park/Boulevard Heights	Stanton Park
21	Milton Hill	Hill	Peoplestown/Grant Park/Chosewood Park	Carver High, bus to Atlanta Federal Penitentiary
22	Clark	McDonough/Hank Aaron	Peoplestown/South Atlanta/Carver Homes	Slaton Elementary, shuttle to Lakewood Fairgrounds
23	Caner	Pryor	High Point/Carver Homes	Atlanta Metro College, Atlanta Area Tech, Capitol View Elementary
24	Freemen	University	Pittsburgh/Capitol View Manor	Adair Park, Salvation Army College, industrial district
25	Stewart	Metropolitan	Pittsburgh/Capitol View/Capitol View Manor/Adair Park	West End commercial district & West End Mall
26	Adair	Allene	Adair Park	Rose Circle Park
27	West End MARTA	Lee	West End/Adair Park	Wrens Nest, Brown Middle, Outdoor Activity Center
28	Rose Circle	White	West End/Oakland City	Gordon White Park, Cascade/RDA commercial district
29	Brown	White	West End/Oakland City	Westview Cemetery, Westview commercial district
30	Exterior Line	RDA/White/Cascade	West End/Oakland City/Westview	AUC campus bus to Morehouse, Spelman
31	Lucile	Lucile	West End/Westview	Booker T. Washington High
32	Langhorn	Langhorn	Mozley Park/Ashview Heights	Washington Park
33	MLK, Jr.	MLK, Jr.	Mozley Park/Ashview Heights/Washington Park/Hunter Hills	AUC campus bus/West Side Village commercial district
34	Washington Park	Lena	Washington Park	Washington Park
35	Ashby MARTA	Lena/Ashby	Washington Park/Vine City	Adair Park
36	Louisville & Nashville (L & N)	Simpson/Mayson Turner	Washington Park/Hunter Hills	Adair Park
37	Bankhead MARTA	Bankhead	Bankhead/Grove Park	Adair Park
38	Jail	Marietta Blvd.	Howell Station	Fulton County Jail, Fulton County Animal Control, industrial district
39	Howell Station	Marietta Road	Howell Station	industrial district
40	Blandtown	Huff	Blandtown	Hemphill Waterworks/Chattahoochee industrial district
41	Seaboard	Howell Mill	Berkeley Park	Chattahoochee industrial district
42	Northside	Northside	Berkeley Park, Underwood Hills, Loring Heights	
43	Tonyard Creek	26th/75	Collier Hills, Brookwood Park	Tonyard Creek Park
44	Collier	Collier	Collier Hills, Brookwood Park	Tonyard Creek Park, Piedmont Hospital, Bobby Jones Golf Course
45	Peachtree	Peachtree	Brookwood Hills, Peachtree Hills	Brookwood commercial/medical district, Bennett Street arts district



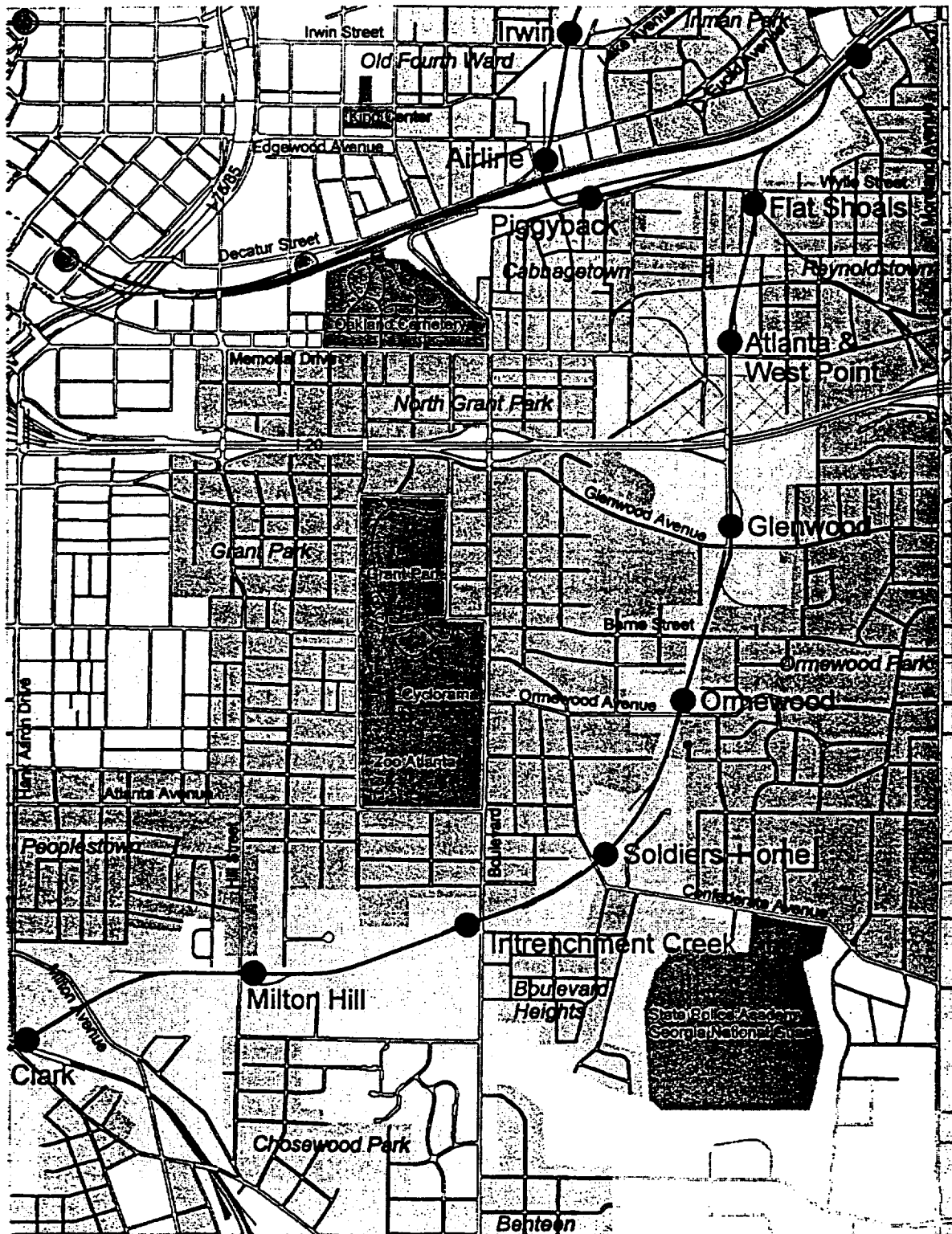
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Belt Line Redevelopment Sites.

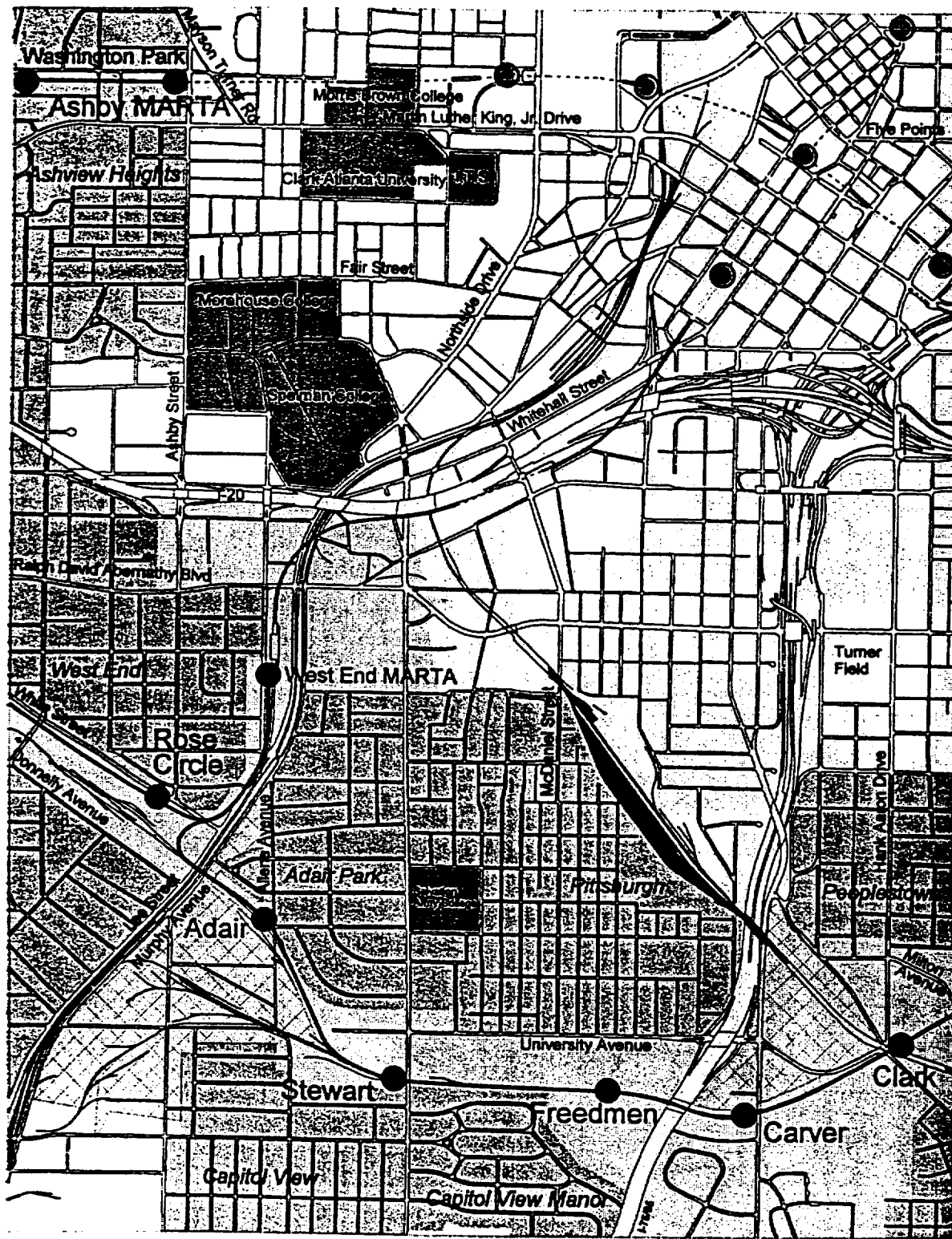
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Figure 23: Clear Creek to Flat Shoals



Belt Line Redevelopment Sites
Figure 24: Irwin to Clark

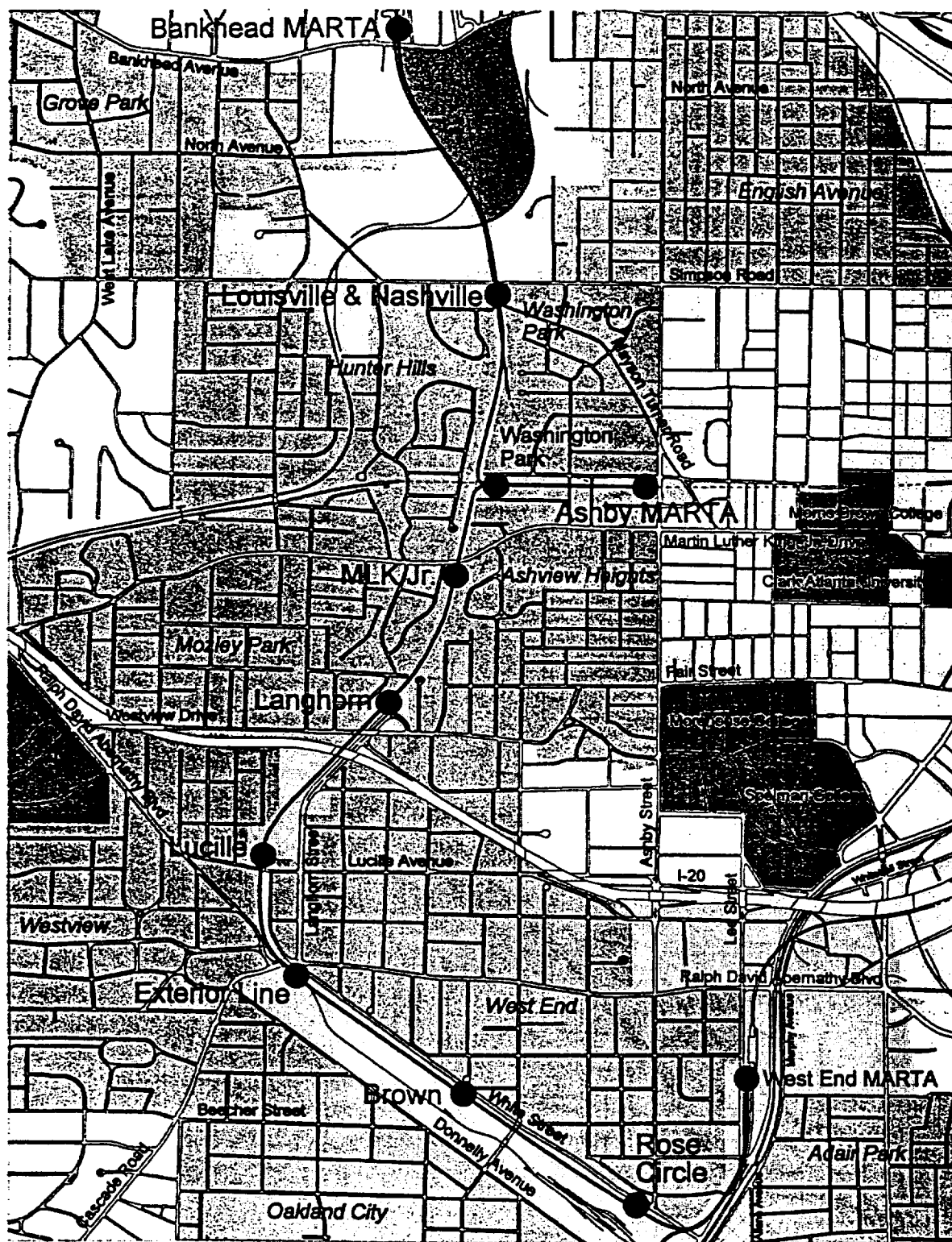
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Belt Line Redevelopment Sites

Figure 25: Clark to Rose Circle

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Belt Line Redevelopment Sites

Figure 26: West End to Bankhead

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